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AMENDMENTS TO THE CLAIMS

1. **(Previously Presented)** An outboard motor comprising a housing unit adapted to be mounted on an associated watercraft, an internal combustion engine disposed on the housing unit, and a cowling surrounding the engine, the cowling having a first inlet port through which atmospheric air outside of the outboard motor enters inside of the cowling, a second inlet port through which atmospheric air outside of the outboard motor enters the inside of the cowling, at least one outlet port through which a substantial portion of said atmospheric air from the second inlet port exits to an external location of the cowling, and a partition that separates the air that has entered through the second inlet port from the air entering through the first inlet port, the cowling substantially being made of a nonferrous metal.

2. **(Original)** The outboard motor as set forth in Claim 1, wherein the cowling comprises a bottom cowling member and a top cowling member, the bottom cowling member generally extends about a lower portion of the engine, the top cowling member surrounds the engine above the bottom cowling member, and a substantial part of the top cowling member is made of the nonferrous metal.

3. **(Original)** The outboard motor as set forth in Claim 1, wherein the nonferrous metal includes aluminum or magnesium as a component thereof.

4. **(Original)** The outboard motor as set forth in Claim 1, wherein the cowling comprises an external wall portion and an internal wall portion together defining an airflow space, and at least one of the external wall portion and the internal wall portions has at least one projection extending into the airflow space.

5. **(Original)** The outboard motor as set forth in Claim 4, wherein one of the external wall portion or the internal wall portion is a part of a body of the cowling, the other of the external or internal wall portion is a separate member that is attached to the body, and the projection extends from the external or internal wall portion that forms part of the body.

6. **(Original)** The outboard motor as set forth in Claim 5, wherein the body of the cowling is formed in a molding process, and the projection is part of the nonferrous metal that has overflowed from the body in the molding process.

7. **(Original)** The outboard motor as set forth in Claim 6, wherein the body of the cowling is a die cast piece.

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8. (Previously Presented) An outboard motor comprising a housing unit adapted to be mounted on an associated watercraft, an internal combustion engine disposed on the housing unit, and a cowling surrounding the engine, the cowling having a first inlet port through which atmospheric air outside the outboard motor enters inside of the cowling, the cowling substantially being made of a nonferrous metal, the cowling comprises an external wall portion and an internal wall portion together defining an airflow space, and at least one of the external wall portion and the internal wall portions has at least one projection extending into the airflow space, the cowling additionally comprises a partition dividing the airflow space into at least first and second airflow spaces, the first airflow space communicates with the first inlet port, the second airflow space has a second inlet port and an outlet port, atmospheric air outside the outboard motor enters the second airflow space through the second inlet port and a substantial portion of said atmospheric air from said second inlet port exits to an external location of the cowling through the outlet port.

9. (Original) The outboard motor as set forth in Claim 4, wherein the air entering through the first inlet port communicates with the engine through the airflow space.

10. (Original) The outboard motor as set forth in Claim 3, wherein the cowling has a baffle that directs the air in the airflow space.

11. (Previously Presented) An outboard motor comprising a housing unit adapted to be mounted on an associated watercraft, an internal combustion engine disposed on the housing unit, and a cowling surrounding the engine, the cowling having a first inlet port through which atmospheric air enters inside of the cowling, the cowling substantially being made of a nonferrous metal, the cowling comprises an external wall portion and an internal wall portion together defining an airflow space, at least one of the external wall portion and the internal wall portions has at least one projection extending into the airflow space, the air entering through the first inlet port communicates with the engine through the airflow space, the cowling defines a cavity below the airflow space that is sized to accommodate the engine, the cowling additionally comprises a partition dividing the airflow space into at least first and second airflow spaces, the second airflow space communicates with the engine, the external or internal wall portion has a first duct through which the first airflow space communicates with the cavity, and a second duct comprising a bottom opening and an upper opening positioned higher than the bottom opening, an elongated body of the second duct extending between the bottom opening and the upper

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opening and through which the cavity communicates with the second airflow space, the bottom opening of the second duct is positioned higher than a bottom opening of the first duct, a flow path for intake air flow, the flow path extends from the first airflow space, through the first duct, through the cavity, and then extends through the second duct into the second airflow space such that air in the second airflow space is drawn into the engine for combustion.

12. **(Original)** The outboard motor as set forth in Claim 4, wherein the airflow space is positioned generally atop the cowling.

13. **(Original)** The outboard motor as set forth in Claim 1, wherein the cowling comprises a first duct through which the air generally descends, and a second duct through which the air generally ascends, the air is drawn into the engine after passing through the first and second ducts.

14. **(Canceled)**

15. **(Previously Presented)** The outboard motor as set forth in Claim 1, wherein the second inlet port is formed at a front end portion of the cowling, the outlet port is formed at a rear end portion of the cowling.

16. **(Previously Presented)** An outboard motor comprising an internal combustion engine and a cowling surrounding the engine, the cowling comprising an external wall portion and an internal wall portion together defining an airflow space through which atmospheric air flows, at least one of the external and internal wall portions having at least one cooling fin projecting into the airflow space, the cowling having a first inlet port through which atmospheric air outside of the outboard motor enters inside of the cowling, the cowling comprises a second inlet port through which atmospheric air outside of the outboard motor enters the inside of the cowling, an outlet port through which a substantial portion of said atmospheric air from the second inlet port exits to an external location of the cowling, and a partition that separates the air that has entered through the second inlet port from the air entering through the first inlet port.

17. **(Original)** The outboard motor as set forth in Claim 16, wherein one of the external or internal wall portions forms part of a body of the cowling, the other one of the external or internal wall portions is a separate member that is attached to the body, and the cooling fin extends from the external or internal wall portion that forms part of the body.

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18. (Previously Presented) An outboard motor comprising an internal combustion engine, and a cowling surrounding the engine, the cowling comprising a top cowling member and a bottom cowling member, the engine being disposed primarily above the bottom cowling member, the top cowling member detachably affixed to the bottom cowling member, the engine having an air intake device, the cowling comprising an external wall portion and an internal wall portion together defining an airflow space through which air flows, the airflow space being coupled to the air intake device when the top cowling member is attached to the bottom cowling member, the cowling defines a cavity that is sized to accommodate the engine, the cowling comprises a partition dividing the airflow space into at least first and second airflow spaces, the external or internal wall portion has a first duct through which the first airflow space communicates with the cavity, and a second duct comprising a bottom opening and an upper opening being positioned higher than the bottom opening, an elongated body of the second duct extending between the bottom opening and the upper opening and through which the cavity communicates with the second airflow space, the bottom opening of the second duct is positioned higher than a bottom opening of the first duct, a flow path for intake air flow, the flow path extends from the first airflow space, through the first duct, through the cavity, and then extends through the second duct into the second airflow space such that air in the second airflow space is drawn into the engine for combustion.

19. (Original) The outboard motor as set forth in Claim 18, wherein at least one of the external and the internal wall portions has a coupling end at which the air intake device is coupled.

20. (Original) The outboard motor as set forth in Claim 19 additionally comprising a seal member interposed between the coupling end and the intake device when the top cowling member is attached to the bottom cowling member.

21. (Previously Presented) A cowling for an outboard motor having an internal combustion engine comprising a body that is adapted to surround the engine, the body having an opening through which the engine is capable to pass, the body being made of a nonferrous metal, the body having a first inlet port through which atmospheric air outside of the outboard motor enters inside of the body, a second inlet port through which atmospheric air outside of the outboard motor enters the inside of the body, an outlet port through which a substantial portion

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of said atmospheric air from the second inlet port exits to an external location of the body, and a partition that separates the air that has entered through the first inlet port and air flowing to the outlet port.

22. (Original) The cowling as set forth in Claim 21 additionally comprising a member attached to the body, the member and the body defining together an airflow space.

23. (Original) The cowling as set forth in Claim 21, wherein at least one cooling projection extends from the body into the airflow space.

24. (Previously Presented) The cowling as set forth in Claim 23, wherein the body is a molded component formed in a molding process, and the at least one cooling projection is part of the nonferrous metal that has overflowed from the body in the molding process.

25. (Previously Presented) The outboard motor as set forth in Claim 1, further comprising an atmospheric air passageway extending between the second inlet port and the outlet port such that external atmospheric air enters the second inlet port, passes through the atmospheric air passageway, and is passed out of the outlet port to the external location.

26. (Previously Presented) The outboard motor as set forth in Claim 11, wherein the internal wall portion comprises substantially a nonferrous material.

27. (Previously Presented) The outboard motor as set forth in Claim 11, wherein the first duct extends downwardly from the first airflow space into the cavity and terminates at the bottom opening of the first duct, the bottom opening of the first duct is positioned in the cavity, the elongated body of the second duct extends upwardly between the bottom opening of the second duct and the upper opening of the second duct.

28. (Canceled)

29. (Previously Presented) The outboard motor as set forth in Claim 1, wherein the first inlet port and the second inlet port are at opposite ends of the outboard motor.

30. (Currently Amended) The outboard motor as set forth in Claim 29, further comprising a longitudinal passageway extending between the second inlet port and a pair of outlet ports.

31. (Previously Presented) The outboard motor as set forth in Claim 30, wherein the first inlet port is positioned between the outlet ports.